ACROSS THE SIERRA NEVADA. The First Railway Passenger Train from Sacramento Over the Mountains.

The Alta Carifornia gives the following de scription of the passage of the first railroad passenger train over the Sierra Nevada:be among the first to cross the Sierra Nevada by through train, the writer left San Francisco at 4 P. M., on Wednesday, June 17, by the steamer Yosemite, in company with several friends, bound for Silver Land. It was long past midnight when the heavily laden steamer reached Sacramento and tied up at the

"The train moves out of the town of Sacramento, across 'the Slough,' past the undulshed round house and immense machine shops of the Central Pacific Railroad Company—is which an army of workmen will be employed at no distant casy—up the valley, along the northern outskirts of the rambling town, and then by a long bridge across the American river. As emerge from the trees and shrubbery along the American, into the open plain which stretches y to the eastward fowards the foot-hills, mighty Sierra Nevada looms up, like a gigantic cloudbank, against the eastern horizon. The mountains, for a long way upward from their base, are enveloped in a dim, blue haze, which contrasts beautifully with the snow fields on their summits, flashing against the blue sky and lighted up by the glory of the summer morning sun. One distant peak sparkles like an iceberg, with all the hues of the opal; another is tinged with delicate pink, like the inner surface of a sea-shell; and a third is of a pure brilliant white, like frosted silver. The country at one point is open and treeless like a western prairie, and at another dotted with wide-spreading trees, like the 'oak openings' of Michigan; but the soil is poor, and a few herds of horses, and now and then the residence of some small ranchman or herder, are the only signs of life we see for mile: and miles. The country is poor, uncultivated and for the most part unfenced and uninhabited. "At the Junction, eighteen miles from Sacramento, a branch road leading towards Marys ville takes away a portion of our passengers and four miles further on we come to Rocklyn,

where are the immense quarries from which an unlimited supply of building material for Sacra-mento and San Francisco is obtained, with simply the trouble of quarrying.

Now we enter the foot-hills, and as we commence to ascend more rapidly the great mountains before us seem to sink down until we lose sight of them altogether, and we do not see the snow fields again for a long time. The sun is shining down upon us from an uncloud d sky, and the heat is such as to drive us all to the shady side of the cars. Luscious strawberries, ripe pears, cherries, and other summer fruits are brought through the cars for sale—every-

thing around speaks of midsummer. UP THE MOUNTAINS.

"The engine blows and wheezes with short, sharp aspirations, and the feeling of weight as we are ascending a steep and increasing grade. Newcastle, Anburn, a pretty little village, and somewhat active place—Clipper Gap and New Eugland Mills, all more or less important mining and trading posts, are passed, and at 9.50 A. M. we have ascended two thousand four hundred and forty-eight feet, and reached Colfax, fifty-four miles from Sacramento, where stage roads from Grass Valley, Nevada and other rich mining towns, branch off. The town is built of slight materials, and does not look as if made for all time. Here we should meet and pass the down train from the Summit, but snow slides beyond the great Summit Tunnel have delayed the train between that point and Reno, away down on the Truckee, beyond the Sierra, and after waiting a few minutes, just long enough to partake of a capital cup of coffee and a nice spring chicken on toast at the depot, we move

"Soon after leaving Colfax the cars pass on a high embankment around Cape Horn, and nervous passengers begin to look around anxiously, peering with evident trepidation down into the depths below. Around the edge of a canon the tratt whirls steadily along, a branch of the American river lying like a yellow ribbon hundreds on hundreds of feet below. Bight miles from Coliax we pass the mining town of Secret Town, and look back into the valley from an elevation of 2985 feet, something greater than that of Mount Tamaipaus. Up, up, and onwards ever clumbing steadily skywards. Through the openings in the mountains we begin to see other mountains beyond, whose peaks are covered with snow, and the hot air of the valleys reaches us no longer, the breezes now being tempered by the snow fields above. The atmosphere is gloriously exhibarating, and our spirits rise as our corporal substance ascends heaven-

"At sixty-seven miles from Sacramento we look down upon the well-nigh exhausted placers and town of Dutch Flat; flat enough the town appears at this time. Two miles further on we reach Aita, at an elevation of 3625 feet above the sea, almost the height of the summit of Mount Diablo. Here we expected to, but did not, meet the descending train, which had been delayed by an accident on the other side of the summit, by which the cars between Reno and Coburn's or Truckee, had been thrown off the track and smashed up, making it impossible for the passengers to reach the summit by stage in time to connect with the regular train on the western side of the mountain. Here the roofs of the houses begin to pitch sharply after the style of Alpine cottages-sn indication that the snows fall heavily there in the winter. The mountain sides are covered with magnificent pines, which increase in size as we ascend to a point some distance above here.

The stream, far down at the bottom of a deeper canon, is now a sailron colored thread, and we cling to the side of the mountain as a swallow clings to a citif. Snow now appears on the heights, but a little above us, and at intervals along the road, where there are deep cuts, long, sharp-rooted sheds of heavy tunbers, to ward off the snow-drifts, rise over the track. Passing Shady Run station, we reach the first tunnel, 500 feet in length, seventy-five miles from Sacramento, and four thousand five hundred feet above the sea. The mountains are growing more rugged, and the snow fields come down to a level with the road.

THE HEART OF THE SIERRA. "Still up, up; the trees grow smaller; cedars, tamaracks and firs take the place of the noble pines, and we no longer see the red earth of the gold-beit below. Gray granite rocks are ing plentier, and the small mountain peaks on either side of the road begin to show bald heads. We are in the heart of the Sierra-a barren, dreary, desolate country. It is not at all like the heart of the Andes-as Church paints it.

"At Emigrant Gap, eighty four miles from Sacramento, we meet the down train at last, and the road is open before us. Another tunnel, three hundred feet in length. We pass Crystal Lake, and are at Cisco, a town of shantles, which was for a long time the terminus of the

"We are 5900 feet above the sen, and still ascending. The pines have almost entirely dis appeared, and we pass through many long cuts blasted through the solid granite spurs of the mountains. We traverse continuous snow fields and immense drifts, through which the road has been cut with shovels for the passing of the trams. A few hours since we were among the flowers, ripe truits, and singing birds of the valley, sweating under the summer sun; now we are in the midst of dazzling snow fields, and the atmosphere and a-pecis of the scene are such as we might find in the mountains of New England on any fine winter's day. The streams which come down the sides of every precipice and dash in foamy torrents down every canon, are cold as ice from the melitag snows, Chinamen are swarming all along the road. They have nearly finished their work in this vicinity, and are packing up their traps preparatory to passing on over the Summit into the great interior basin on the continent. One hundred and two miles from Sacramento we reach Sammit Val ley, and stand 6800 feet above the level of the sea. Lift Mount Tamalpuis bedily from its base and place it on the summit of Mount Dlablo, and we could still look down by hundreds of feet on the double mountain hight. The snow banks rise high above the road on either side. Two miles more and the cars reach the entrance of the great tunnel, 1659 feet in length.

THE SUMMIT OF THE SIRBRA. "We have scaled the great Sierra at lest, and

7043 feet above the sea. The air feels cold and damp; but not oppressive, and we experience no inconvenience from its ratification at this

great elevation. The ice and snow, and rocks, and white, fleecy, curling clouds, are all here, but there is not the shadow of a tempest; and if there was, why should be face it baldheaded? We will not stop to discuss that question, but merely ask it as we pass, and reserve the point for future dis-cussion. The snow lies piled in immense banks above the tunnel, and rises in solid banks, with sheer precipitous sides, on either side of the track. A swarm of Chinamen are busy at the other end of the tunnel shovelling away the snow, which has come down the great slides, enow, which has come down the great slides, bringing with it huge granite rocks upon the track. The water pours down in torrents from numberless crevices and seams in the granite wall and roof of the long dark cavernous tunnel, but we struggle through on foot, and any journels in grants. anxiously inquire after the prospect of getting

the train across the mountain, "Two or three hours will clear the track. We wait with what patience we may and at last, at 4 o'clock, the prolonged whistle of the good locomotive 'Antelope,' which has drawn us to the summit of the Sierra, is heard, 'All aboard!' shouts the conductor, George Wood, who has the honor of taking the first passenger train across the mountains, and the train moved slowly on. A halt for another slide; another start, another halt, and so on slowly and carefully. The snow banks come down so close to the tracks that the caves of the cars rake them on either side. It is the closest fit imaginable. Six more tunnels, ranging from one hundred to eight hundred and six y-three feet each in length, in many of which we see great masses of solid blue ice, hanging down from the wall like stalactites and stalagmites in the Mammoth Cave of Kentucky, are slowly passed through. We have descended six hundred feet already, and, as we emerge from the last tunnel, the conductor exclaims, 'By Heaven, we are over the mountains! Tais is a new road finished this summer, and we shall have no more snow-slides.' It is true, indeed, the mighty task is necomplished, after years of toil and the expenditure of millions of money. Words fail to describe our sensations; we will

DOWN THE BASTERN SLOPE. "And now the train with accelerated speed moves steadily downwards towards the Valley of the Truckee. The steam is shut off, the brakes put down, and as the cagie sets his wings and floats noiselessly down, down, down, through the realms of air toward the earth from his eyric among the clouds, we slide swittly and smoothly down the acclivities of the mountains into the Great Basin of Nevada, Donner Lake, as lovely a sheet of water as is to be found on earth, lies far below us among the pine clad hills, its bosom unruffled by a breath of breaze and as blue and called by a breath of breeze, and as blue and calm as the heavens above it. The road winds around the precipi-tous mountain sides, almost energing Donner Lake as it descends, and following around a long canon, making a circuit of seven miles to gain advance of no more than a quarter of a mile, we reach the outlet of the lake, a swift,

leaving the summit.
"Now we descend rapidly, on one of the most beautifully smooth and solid roads on the timent, into the romantic valley of the Truckee whose mountain torrents come rushing and roaring out of the mountains from the south-wards, hidden in which lies the loveliest sheet of water on the earth, Lake Tahoe. The timber here is immense, and from this source the sup plies for building the road for hundreds of miles eastward are to be drawn. Sawmills by the dozen, driven by the rushing river, line the banks of the stream for miles and miles, and the hills swarm with laborers of every nationality and hue-Europeans, Americans, Africans, and Asiatics (the latter immensely preponderating in numbers)-engaged in catting down and preparing the timber for the road.

rushing stream of blue, cold water. We have travelled nine and a batt miles, and descended

seven hundred and eighty-three feet since

"As the first through passenger train sweeps down the eastern slope of the Sierra, John, comprehending fully the importance of the event, loses his natural appearance of stolidity and indifference, and welcomes with the swing ing of his broad-brimmed hat and loud, uncouth shouts the iron lorse and those he brings with him. Well may be shout. Millions of his ancestors to led for years on years to erect against the barbarian Tartar a barrier over which he should never break; the Tartar wave broke over it, and inundated his land at a single surge. Nature erected between the East and West a barrier such as in other lands 'divides countries and makes enemies of nations,' and John, with his patient toll, directed by American energy backed by American capital, has broke it down at last, and opened over it the grandest highway yet created for the march of commerce and civilization around the globe,

THE MORMONS.

Immigrants for Utah-The Mormons and the Pacific italiroad-The "Saints" is Switzerland.

Thirteen hundred Mormon immlgrants passed through Chicago last week, on their way to Salt Lake City. The Republican says:— "Two parties have passed through Chicago—

the first consisting of 546 persons, 293 of whom were adults, and 253 children, arrived on Friday night by the Michigan Central Railroad. The second party, of 749 sonis, of whom 386 were acults, and 253 children, making a total of 1295 Mormons, arrived here on Sanday. They re-mained in the city but short a time, and took the trains West as soon as practicable. Some eighteen car loads went out on each train. Mr Patrick, the [General Passenger Agent of Chicago and Northwestern Roads, took care that the faithful, though they travel at emigrant rates, should not be crowded uncomfortably. They pass over the Northwestern Road to Omaha, and thence take the Union Pacific Road to the terminus of the road at Benton, at the crossing of the north fork of the Platte, and will then take wagons to Salt Lake. The majority of the immigrants are from Lincolushire, England, though there are among them a few Swiss, Welsh, and Norwegians. The women, as usual, outnumber the males, who only form about openthized of the numeritary target and and the control of the numeritary target. one-third of the number thus far sent out, and are mostly middle-aged persons. The women declared that if it was necessary, they would go to work on the railroad with the men.'

THE MORMONS AND THE PACIFIC RAILROAD. The Sait Lake Evening News (Mormon), of July 11, says of the work upon the Pacide Rail-

"In the railroad mass meeting which was held in this city on the 10th of June, the Hon. George A. Smith, himself a pioneer, said: 'We started from Nauvoo in February, 1846, to make a road to the Rocky Mountains. A portion of our work was to hunt a track for the railroad. We located a wagon road to Council Bluffs, bridging the streams, and I believe it has been pretty nearly followed by the rairond. In April, 1847, President Young and one hundred and forty-three pioneers left Council Bioffs, and located and inade the road to the site of this city. A por-tion of our labor was to seek out the way for a tailroad across the continent, and every place we found that seemed difficult for laying the rails we searched out a way for the road to

go round or through it. The route then selected was an excellent one, and it is confidently believed that from the Mississeppi river to the South Pass, a good line of easy gradients can be built without being under the necessity of boring a single tunnel. Presi-dent Young is clearly the pioneer of the route. He demonstrated its feasibility, laid the founda-tion of flourishing settlements, and some of the people whom he led from Nauvon helped to re-deem California from Mexican rule, found the gold in the country, and printed the first news-paper on the western slope of the Rocky paper on the western slope of the Bocky Mountains. He, with the pioneers, examined the ground, cleared the track, and made the project possible by opening a good road from the Mississippi to the Missouri, and then from *Winter Quarters,' a point six miles above Omaha, to this valley. He did not publish newspaper articles, write pamphlets, or agitate it as a beautiful theory, but he led the van of an intrepid, hardy, and persevering body of people, who bridged the rivers, scaled the mountains, penetrated the heart of the continent, and founded settlements which make the Pacific Railroad enterprise one of comparatively pass accomplishment. History will yet render ne plus ultra might be written on the granite Pacific Railroad enterprise one of comparatively walls of the great tunnel before us, we are easy accomplishment. History will yet rende

its verdict upon this stupendous undertaking, and to him, under God, will the credit be given." THE SWISS MORNONS - A CONFERENCE ON THE ALPS.

The Salt Lake Daily Telegraph has a letter from Geneve, switzerland, dated Jane 24, giving the following account of the Mormons in that

"Lately we had a Conference on a very high mountain called the Fourstein Borg. The day was beautiful. On account o the elevated position the air was good. We started from St. mier at 5 o'clock and airived at the place of rendezvous at 9. I went with Brother florne to meet the Saints, who were coming from far off districts. It was a moving spectacle to see them coming by groups along the hills, or emerging from the dense forest of pine, singing the songs of Zion in their native language, for here we have songs composed by K. G. Maeser and arranged to the tunes of some of our English hymns. As I sat under a large pine tree, contemplating the scene before me, sweet emotions filling my heart, the songs bringing my thoughts back to my beloved home in Deseret, my posttion as a herald of truth and peace, these groups of men and women having embraced the Gospel and covenanted to serve God, the giver of all bys, their firm resolution to walk purely, to separate themselves from the wicked path of a corrupted society—all this endeared me the more to the cause of truth, and gave me courage to go with a manly energy to proclaim more boldly than ever the message of salvation.

"The Saints amused themselves at different games and dances until we were all collected together. After dinner we had a pretty long but very good meeting. Brothers Horne, Masser, Hosgland, and Heogentobler addressed the Saints in German, and your numble correspondent in French. At 4 o'clock we parted. At night we came to our lodging, refreshing our-

selves on the way with milk. "When I reflect on the past history of this Swiss mission, and see how much opposition the elders of Israel had to contend with, for you know something of it, I cannot but acknowledge that, without the help of God, we would not have been able to gather so many willing to obey His command,"

NEVADA.

Who Great "Savage" Gold Mine.

A correspondent writes to the New York Tribune, from Virginia city, as follows:-You know that in Stock Boards the great dividend-paying 'Savage' mine rules the roost, Aware of its having the most extensive as well as the best-paying mine in the section, I yesterday went into it, and through it. Provide I with a permit by the gentlemanly Superintendent, Mr. Bonner, I went to the large works containing the engine, pumps, carpenter, and black-smith shops, and was introduced to Mr. Ferguson, the foreman, a business man in the fullest sense, as well as a gentleman. He quickly made a change in my personel'e by causing me to put on a miner's suit, that looked as if it had been worn by the lime-kim man, and then selecting out of three great shaits, one which descended 750 feet perpendicular, he stepped on the cage or lowering platform, calling a couple of San Francisco members of the Brokers' Stock Board to join us, and down we went. In less than a minute, passing two or three stations where lateral roads went out from the shaft, we were at the bottom. Here lofty tunnels, following the mineral ledges, branched away from the shaft, with tramways for the cars containing a ton each of one, which were coming into the hoistway all the time. Mr. Ferguson, thoroughly conversant with all the forms of mineral rock, the sulphates, chlorides, etc., kindly pointed them out to me as we went along, literally for a mile, through various avenues, ascending from one station to another, and out through branch after branch of the tunnellings. Those wao in the early history of the "Savage," remember the frequent assessments, would not wonder were they to see the immensity of the works, the miles cut out, supported by powerful framework of timbers in many places, and kept dry by

pumps, working night and day.

The supply of mineral seems utterly inex-haustible. The ledges of quartz are very thick and broad, well deduced, and more easily worked than I supposed. The quartz is a mingling of silver and gold, the former greatly preponderant. I secured some the present to place in the shaft and workings which I explored there were about 90 miners at work, though in the whole mine 290 mivers are employed. These men, working in gangs, off and on, ten hours a day, get \$4 a day in gald. They look healthy, and are a hardy, intelligent class of men. The most temperate, too, I think, in appearance, of any I have seen on the coast, though temperance not a fashionable calling anywhere in this

After spending over two hours going from point to point among these great tunnels, I was hoisted once more into daylight, where I took oil the miner's rig. I was then conducted to the assay and melting rooms, where Mr. Balch, the sailful and courteous superintendent of that department, exhibited the modus operands reducing and refining the crushed and cleansed quartz, now known as amalgam, into

This amaigam, which has been crushed by the ponderous stamps in the several mills connected with this mine, is put in great jars of black lead made by Dixon of Jersey city, holding from one hundred to one hundred and fifty pounds, and there melted in an intense charcoal nest, and purified with borax, all the slag being carefully removed. The process is not as rapid as one would expect, there being much metallic impurity which has to be removed. After this has been done, the motten and purified mineral is run into large iron molds into bricks of about nity pounds weight. Those from this mine mixed with gold, average to value about \$2000. As each brick is cast its number is stamped upon it, and a small portion of the metal is kept by the assayer that he may exactly determine its standard and value. The process of assay is very interesting, and I would be glad to give it to your readers it I thought you nad room. But I suppose I shall have to write a book one of these days, and there will be room

The actual produce of this mine for the year commencing July 1, 1867, and ending June 31 1868, was one thousand eight hundred and fifty bars of bullion; worth three millions dve handred and fifty-five thousand dollars. The produce for the month of June just past, was our hundred and fifty-one thousand dollars,

Three hundred tons per day of ore is now being hoisted from the mine, and sent to the mills, some of which are in Washoe, sixteen miles distant, the want of water here for working the amalgam, forcing that great expense.

Art in California.

From the Overland Monthly. One of the earliest California artists of whom we have any knowledge, after Jewett and Nahl, was Thomas S. Officer, a native of Pennsylvania, a pupil and friend of the venerable Suily, a member of the Philadelphia Academy, an assoclate of the Peales, an excellent miniacure painter, and a man of much intelligence and nthusiasm in art. He came here in 1849, redsted the gold-mining rage, followed his sion with tolerable pecuniary success until 1850, and then died in a public hospital, a melanenoly victim to intersperate habits. S. W. Shaw, a New England artist, came here also in 1849, after painting several excellent portraits of General Taylor, and one of Persifer F. Smith, for which the city of New Orleans paid him \$1000. He was one of the discoverers of Humboldt Bay in 1850, and has had other adventurous and enterprising episodes in his life on the Pacific Coast; yet in the main San Fran-cisco has been his home and art his pursuit since the first year of his arrival, and he is now ranked among our best portrait painters S. S. Orgood, of New York, husband of the poet by that name, and a portrait cainter of some repute formerly in that city, visited San Francisco in 1852, remaining here about six months. He painted the portrait of Gilbert, the editor of the Aita California newspaper, who was killed in a duel with General Denver. This picture now hangs in our City Hail. He also painted a porrait of General Sutter, which is said to be in

the possession of Alice Cary.
No other artistic name was prominent here until 1857. In that year, at the fifth annual fair at the Mechanics' Institute, meritorious pictures were exhibited, in oil, pencil, India ink, and water colors, hy Nahi, Jewett, Shaw,

and Officer, whom we have mentioned above; by Alexander Edouart, by H. Eastman, by D. D. Neal, and by several smatters. Edouart, who is still here, but following the more lucrative business of photography, is an artist of culture and good taste, and has done some excellent portraits and landscapes. He is a Flewing, we believe. H. Eastman has produced some good water-color drawings of California scenery, and is well known as an engraver on wood. D. Neal who was only eighten years old when and is well known as an engraver on wood. D. D. Neal, who was only eighteen years old when he exhibited a landscape in 1857, has since studied in Munich, where he married and now resides, and has made a fine reputation as an architectural painter. A picture by him attracted much attention at the exhibition of the National Acedemy of Design, New York, 1866. His mediceval interiors bring good prices. Several have been brought to San Francisco, where also copies of a photographic album frem his drawings were sold in 1865.

Half a dozen good pictures from abroad and a few rude attempts at sculpture were exhibited in the Mechanics' Fair of 1867. The Art Committee in their report expressed "their surprise and gratification at the rapid stride which the fine arts have made in our intant city," and believed that the State possessed "an abundant artistic talent, yearning to evolve itself, and fertile as our soil, which only awaits the cultivating hand of taste and wealth to foster and promote its growth." At the next annual Fair of the same society, in 1858, the exhibit of pictures and other art objects was certainly very numerous. The names already mentioned found in the catalogue, and we find besides those of Norton Bush, who had a view of Mount Diablo, in oil: An oine Claveau, who exhibited views in oil of the Yosemite and Bridal Veil Falls; George H. Burgess, who had some original landscapes in water color; T. J. Donnelly, who had several oil portraits, and F. A. Butman. All these names but those of Claveau and Donaelty are well known. The latter had no real merit and is no longer living. The name of Mr. But-man, who came here from Maine, is honorably dentified with the first decided movement in the direction of what we may call native art, for he undoubtedly gave the first strong impulse to landscape painting in California. Although a tew landscapes had been produced here at interby Nahl, Jewett, and others, our resident painters had, up to 1858, been obliged to contine themselves mainly to portraiture, Nahl alone doing a variety of work. The diversified scenery of the State was full of inspiration, and had been the theme of many glowing enlogies; but no painter could afford to make exclusive studies of it, to risk his physical comfort on the reproduction of its beauties. Thomas A. Ayers, of New York, who was a man of much artistic promise, commenced a determined experiment in this line, but perished untimely by ship wreck He was the first individual to exolore Yosemite, pencil in hand, and to illustrate its wonders to the gaze of the world.

As carly as 1856 he had taken a series of drawings in the valley, which were engraved for Hutchings' Magazine, a work that during several years of this period published many clever illustrations of California scenery and curiosi-The first large general view of the Valley was drawn on stone by Charles Nahl from a pastel sketch by Ayers, and painted in lithography by L. Nagel, in 1857. A set of ten of Ayers' drawings was sold after his death, by his riend, for the beneat of his children, for three hundred dollars.

Butwan was discursive and enterprising in the selection of his topics. He made many open air studies in color of the most notable mountain and valley scenes in this state and Oregou, trave'ling on one of his latest trips fully a thousand miles north of San Francisco and sailing some distance up the Columbia river, Yosemite, the Mecca of all our artists, was of course included in his sketching journeys.

The Hartford Courant says: -While the Southern Democrats were out on their little exearsion under Davis and Lee they killed five thousand Connecticat men. The survivors are invited to elect a President to suit the murderers immediately upon their return.

SUMMER RESORTS.

BELVIDERE AND DELAWARE RAILROAD COMPANY.

" DELAWARE WATER GAP."

NOTICE -For the special accommodation of Passengers desirous of spending Sunday at the Dail.4-WARE WATER GAP, an additional line will leave the Water Gap every MONDAY MORNING at 6 o'clock, arriving in Philadelphia about II A. M. Lines leave Kensington Depot for Delaware Water Gap daily (Sundays excepted) at 7 A. M and 3'20 P. M.

W. H. GATZMER, Agent.

HYCENIA HOUSE.

COLLINS' BEACH, DELAWARE,

Is now open for the reception of guests. This favo rite place of resort is beautitully situated at a point on the Delaware Bay, a few miles from the Capes. It has a beautiful lawn in front, well shaded, good sal water bathing, sailing, etc. Take steamer Perry Arch street wharf. FRANK COLLINS, Proprietor.

Post Office address, Deakyneville, Del.

THE CATSKILL MOUNTAIN HOUSE, This favorite SUMMER RESORT, situated on the

CATSEILL MOUNTAINS, State of New York, and commanding the finest view in America, having been recently enlarged, will be open from JUNE 10 to Terms, \$4.50 per day, or \$28.00 per week.

Stages connect at Catskill with all of the Hudson River Railroad trains, and the day hoats from New York or Albany. York or Albany.

Also with the steamboats Thomas Powell and New Champton, leaving Pier 35, foot of FRANKLIN Street, New York, daily, at 5 P. M. Saturdays at COLUMBIA HOUSE, CAPE MAY,

THE COLUMBIA HOUSE,

At Cape Island, N. J., was opened on the 25th of June.

Situated but a few rods from the beach, with three hundred good bathing-rooms standing directly at the surf, and with fine shade trees upon the lawn, this house must surpass any other at the Capes, as well for Its outside attractions and conveniences as for its extensive and well regulated interior. The COLUMBIA has long been sustained by a sub-

stantial and select patronage from all parts of the country, and its appointments may be depended upon as strictly first-class. For rooms, etc., address GEORGE J. BOLTON. Proprietor, CAPE ISLAND, N. J.,

BOLTON'S HOTEL, 6 12 fm w tf HARRISBURG, Pa. UNITED STATES HOTEL

ATLANTIC CITY, N. J. Is now open for the reception of Guests. Music under the direction of Simon Hassler

Persons wishing to engage rooms can do so by applying to

BROWN & WOELPPER, Proprietors,

ATLANTIC CITY. or No. 827 RICHMOND Street.

THE NEPTUNE HOUSE. ATLANTIC CITY, N. J.,

Has been enlarged, repainted, refurnished with new furniture and spring beds, and is now open for the reception of visitors. It is within FIFTY YARDS of JOHN SMICE, Proprietor. the beach.

ROBERT L. FURY

CHESNUT SPRINGS,

COUNTRY BOARDING.

NEAR WILLOW GROVE AVENUE, (Formerly Hospital Station.) Two communicating rooms vacant, Apply on the premises, or a) No 1402 WALNUT SHIPPING.

STEAM TO LIVERPOOL, CALLISG AT QUEENSTOWN.

The inman Line, under contract with the United States and Eritish Governments, for carrying u.e. Mairs,
CITY OF PARIS.

CITY OF LONDON

CITY OF WASHING N(via Hanna) Toady, August a
CITY OF BALTIMORF

CITY OF BALTIMORF

Saturday August a
CITY OF BOSION

Saturday August a
CITY OF AN I WERP

Saturday, August a
CITY OF AN I WERP

Saturday, August a
and each succeeding Saturday and alternate Monday
at moon, from Pier No. 46 NORTH River.

Kates of passage by the Mail Steamer BAILING
EVERLY SATURDAY:

Psyanic in Gold.

Payable in Currency.

Payable in Gold.

Payable in Gurrency.

Ito London 145

Ito Landon 1

NORTH AMERICAN STEAMSHII Through Line to California via Panama Railroad.

NEW ARRANGEMENT. Sailing from New York on the 8th and 20th of EVEEY MONTH, or the day before when these date

Hall on Sunday.

Pensage lower than by any other line,
For information address

D. N. CARRINGTON, Agent,
Pier No. 46 NORTH RIVER, New York,
Or THOMAS R. SEARLE,
No. 217 WALNUF Street, Philadalphia, Pa.
W. H. WEBB, President, OHAS, DANA, Vice-President, OHAS, DANA, Vice-President, New York, 339m PASSAGE TO AND FROM GREAT

PASSAGE TO AND FROM GREAT
BRIVAIN AND IRELAND
BY STEAMSHIP AND SAILING PACKET,
AT REPUCED RATES

DRAFTS AVAILABLE THROUGHOUT ENG
LAND, IRELAND, SCOTLAND, AND WALES,
FOR PRICIOLIST APPLY D.

TAPSCOITS, BROTHERS & CO.,
No. 36 SOUTH Street, and No. 28 BROADWAY,
Or to TH. M. S. T. BEARLE,
11 Or to TH. M. S. T. BEARLE,
11 N. 217 WALNUT Street.

NEW EXPRESS LINE TO ALEX-NEW EXPRESS LINE TO ALEX

sudria, Georgetown, and Washington
D. C., via Chesspeake and Delaware Canal with connections at Alexandria from the most direct route
for Lynchburg, Eristor, Knoxville, Nashville, Dalton
and the Southwest.

Steamers leave regularly every Saturday at noon
from the first wharf are "e Market street,
Freight received fally,

No. 14 North and South Wharves,
J. B. DAVIDSON, Agent at Georgetown.

M. ELDRIDGE & Co., Agents at Alexandria, Virginia.

NOTICE.—FOR NEW YORK, VIA

ENPRESS STEAMBOAT COMPANY.
The Steam Propellers of this line leave DAILY
from first wharf below Market street.
THROUGH IN 24 HOURS.
Goods forwarded by all the lines going out of New
York. North, East, and West, free of commission.
Freights received at our usual low rates.
WILLIAM P. CLYDE & CO., Agents.
No. 14 S. WHARVES, Philadelphis.
JAMES HAND, Agent.
No. 119 WALL Street, corner of South, New York.

PHILADELPHIA, RICHMOND AND NORFOLK STEAMSHIP LINE, THROUGH FREIGHT AIR LINE TO THE SOUTH AND WEST.

At noon, from First Wharf above Market Street.

At noon, from FIRST WHARF above MARKET Stret.

THROUGH RATES and THROUGH RECEIPTS to all points in North and South Carolina, via Eesboard Air Line Railroad, connecting at Portsmouth and to Lynchburg, Va., Tennessee, and the West, via Virginia and Tennessee Air Line and Richmond and Danville Railroad.

Freight HANDLED BUT ONCE, and taken at LOWER RATES THAN ANY OTHER LINE.

The regularity, safety, and cheapness of this route commend it to the public as the most desirable medium for carrying every description of ireight.

No charge for commission, drayage or any expense of transfer.

of transfer. Steamships insured at lowest rates. Freight received daily.

WILLIAM P. CLYDE & CO.

WILLIAM P. CLYDE & CO.

W. P. PORTER, Agent at Richmond and City

Foint. T. P. CROWELL & CO., Agents at Norfolk. 61 FOR NEW YORK—SWIFT-SURE
Transportation Company Despatch
a u Swhitabre Lines, via Delaware and Raritan
Canal, on and after the 18th of March, leaving daily at
12 M. and 5 P. M., connecting with all Northern and
Eastern lines,
For freight, which will be taken on accommodating
terms, apply to WILLIAM M. BAIRD & CO.,
112 No. 182 S. DELAWARE Avenue,

LORILLARD'S OUTSIDE LINB. FOR NEW YORK,
GREAT REDUCTION IN FREIGHTS,
Goods by wels ht. 10 cents per 100 lbs , gross,
Measurement goods, 4 cents per cubic 100t,
Freights received at all times, and insurance guar-

Measurement and All times.
Freights received at all times,
anteed at three-eighths per cent.
For further information, apply to
JOHN F. OHL,
Fier 19 North Wharves.

STEAMBOAT LINES.

BRISTOL LINE

BETWEEN NEW YORK AND BOSTON, VIA BRISTOL

For PROVIDENCE, TAUNTON, NEW BEDFORD CAPE COD, and an points of railway communication, East and North. tion. East and North.

The new and spiendid steamers BEISTOL and PROVIDENCE, leave Pier No. 40 NORTH RIVER, foot of Canal street, adjoining Debrases Street Ferry. New York, at 5 P. M., daily, sundays excepted, connecting with steamboat train at Brisiol at 4 30 A. M., arriving in Boston at 6 A. M., in time to connect with all the morning trains from that city. The most desirable and pleasant rome to the White Mountains. Travellers for that point can make direct consections by way of Providence and Worcester, or Boston, istate-rooms and Tickets secured at office on Pier 13 New York. H. O. BRIGGS, General Manager.

FOR USDAYS, THURSDAYS, and The spicudid new steamer LADY OF THE LAKE Capisin INGRAM, leaving Pler 19 above Vine street, every Tuesday, Thursday, and Saturday at 945 A. M., and returning from Cape May on Monday, Washesday, and Friday.

Wednesday, and Friday.

FARE......\$225. including Carriage Hire,
Servants...\$150.

Children...\$150.

Children...\$150.

Children...\$150.

Season Tickets, \$16. Carriage Hire extra.

The Lady of the Lake is a fine sea-boat, has hand
some state-room accommodations, and is fitted up with everything necessary for the safety and comfort of passengers, G. H. HUDDELL, CALVIN TAGGART, Office—No. 38 N. DELAWARE Avence, [6 30tf

FOR CHESTER, HOOK, AND WILMINGTON-At8 30 and 9'80 A. M. and 8 50 P. M.

The steamer 8, M. FELTON and ARIEL leave CHES NUT street Wharf (Sundays excepted) at 8 30 and 9 50 A. M., and 3 50 P. M., returning leave Wilmington at 6 50 A. M., 12 50, and 3 50 P. M. Stopping at Chester and Hook each way.

Fare, 10 cents between all points.

Excursion tickets, 15 cents, good to return by either boat.

6 3 44

OPPOSITION TO THE COM-Businer JOHN BYLVESTER will make daily Scuriors to Wilmington (Sandays excepted), tenchexcursions to Wrimington (Sundays excepted), touching at thester and Marcos Hook, leaving ARCH Street wharf at 10 A. M. and 4 P. M.; resurning, leave Wimington at 7 A. M. and 1 P. M. Light freights taken.

L. W. BURNS, Captain, 4 28 tf DAILY EXCURSIONS,—THE splendid Eteamboat JOHN A. WAR SELS leaves CHESNUT Street Wharf, Philada, at 2 o'clock and 6 o'clock P. M., for Sarlington and Bristol, touching at Riverton Torresdale, Andalusis, and Reverly. Returning, leaves Bristol at 7 o'clock A. M. and 4 P. M.

Fare, 25 cents each way: Excursion 46 cts. 411tf

WIRE GUARDS,

FOR STORE PRONTS, ASYLUMS, PAC-TOBLES, ETC.

Fatent Wire Ralling, Iron Bedsteads. Ornamenta Wire Work, Paper Makers' Wires, and every variety of Wire Work, manufactured by

> M. WALKER & SONS. No 11 North SIXTH Street.

W I L L 1 A M S. G R A N COMMISSION MARCHANT, Dupont's Gunpowder, Refined Nitre, Charcoal, Etc. W. Haker & Co.'s Chocolate Coes, and Broma. Crocker, Bros. & Co.'s Yellow Metal Sheathing. Bolts and Nails. SHIPPING.

FOR FOSTON-VIA NEWPORT AND FALL THE BOSTON and NEWPORT LINE, by the spien-The BOSTON and NEWPORT LANE. Sy the splen-did and superior steamers NEWFORT MEPHO-POLIS, OLD COLONY, and EMPIRE STATE of great strength and speed, constructed expressly for the pavigation of Long Island Sound, rubning in consection with the OLD COLONY AND NEW-PURT RAILROAD. Leave PIER 28. NORTH RIVER, foot of MUR-BAY Street. The steamer NEWPONT, Captain Brown leaves orday, Wednesday, and Friday, at 4 P. M., landing Morday, Wednesday, and Friday, at 4 P. M., landing at Newport.

The steamer OLD COLONY. Cantain Simmons, leaves Thesday, Thursday, and Saturday, at 4 P. M., landing at Newport.

These steamers are fitted up with commoditions state-rooms water-upth comparithents, and every arrangement for the security and comfort of passengers, who are showed by this roots a night's rest on board, and on arrival at NEWFORT proceed per raticogn again, reaching Boston early on the following morning. A baggage master is attached to each steamer, who receives not tick-ta the baggage, and accompanies the same to its desination.

A steamer runs in connection with this line between NEW PORT and PROVIDENCE daily handays ex-

NEW PORT and PROVIDE NOE dair, tunnars excepted.

Freight to Boston is taken at the same rates as by any other regular line, and forwarded with the greatest expedition by an express train, which leaves NEW PORT every morning (Sundays excepted), at 7 o'clock, for Boston and New Bedford, arriving at its de-tination about 11 A.M.

For freight or rawner, apply on board, or at the office, on PIER 28, NORT is hive. For sine-rooms and berths apply on board, or if it is dealerable to secure them in advance, apply io.

E. Littleffull, Agent, 225.

No. 72 BROADWAY New YORK

A F E TY, S P E E D, AND COMFORT.

F URTHER REDUCTION IN PASSAGE
RATER.

Favorite passenger steamers of the AN HOR LINE
sail every SATURDAY with passengers for
LIVERPOOL, GLASGOW, AND DERRY,
From Pier No. 26 North River
Rates of passage passable in currency.
To Liverpool, Glasgow, and Derry, cabbas 400 and
45, according to bendion.
Excursion lickets, good for twelve months, 4160.
Intermediate, \$55; Steers on \$25.
Frepaid certificates from these ports, \$35.
Frasengers booked to and from Hamburg. Rotterdam, Antwerp, Havre, etc., at very low rates.
For mither he formation apply at the Company's
Office, No. 6 BOWLING Get E.N. New York.
To avoid imposition, passangers will please collective to the office, as this Company does not employ runners.

TONDON AND NEW YORK STEAMSHIP

T ONDON AND NEW YORK STEAMSHIP Passage to London direct, \$110, \$75, and \$30 currency.
Excursion tickets at reduced rates available for 6

Excursion threes at the months of the months.

ATALANTA.
BELLONA.
CELLA.
WM. PENN.
Freignt will be taken and through bills of lading given to havre, Antwerp, Rotters am, Amsterdam and Dunkirk. and Dunkirk.

For p-snage apply to ROBERT N CLARE, No. 26

BROADWAY, New York.

For freight apply at No. 54 SOUTH street, II. Y.
1224] HOWLAND & ASPINWALL, Agence.

CUNARD LINE OF EXTRA STEAMERS,
BETWEEN NEW YORK AND LIVERPOOL,
CAI LING AT QUEENSTOWN.
FROM NEW YORK EVERY WEDNESDAY,
TRIPOLI,
RATES OF PASSAGE:
880 Gold.

Steerage lickets from Liverpool or Queenstown at lowest rates.

For Freight and Cabin Passage, apply at No. 4 Sowling Green.

For Steerage Passage, apply at No. 69 Breadway,
2267
E. CUNARD. ONLY DIRECT LINE TO FRANCE.

THE GENERAL TRANSATI ANTIC COMPANY'S
MAIL, STRAMSHIPS BETWEEN NEW-YORK
AND HAVEE, CALLING AT BREST.
The splendid new vessels on this favorite route for
the Continent will sail from Pier No. 50 NORTH

PRICE OF PASSAGE IN GOLD (including wine),
TO BREST OR HAVGE,
First Cabin. \$160 or \$140; Second Cabin. \$85.
TO PARIS,
including Railway Tickets, furnished on board,
First Cabin. \$165 or \$140; Second Cabin. \$88.
These steamers do not carry steerage passengers.
Medical attendance free of charge.
American travelers going to or returning from the
Continent of kurope, by taking the steamers of this
line, avoid unnecessary risks from transit by English
railways and crossing the channel, besides saving
time, trouble, and expense.

GEO. MACK ENZIE. Agent,
2.26 †
No. 58 BROADWAY.

IVERPOOL AND GREAT WESTERN STEAM
The following FIRST CLASS IRON STEAMSHIPS, built expressly for the New York trade, are intended to sall regularly between NEW YORK and LIVER-POOL, calling at QUEENSTOWN, viz.:—MANHATTAN, MINNESOTA, COLORADO, NEBRASKA, with other first-class steamers building.
From Pier No. 37 East River.
Cabin (the accommodations being equal to any Atlantic steamer), \$80, gold; return tickets, \$150, gold; in sterrage, \$25, currency.
Tickets to bring out passengers from Europe can be obtained on reasonable terms. For freight or pagage apply to

sage apply to WILLIAMS & GUION, No. 71 WALL Street, For steerage passage to WILLIAMS & GUION, No. 29 BROADWAY. DRUGS, PAINTS, ETC.

ROBERT SHOEMAKER & CO.,

N. E. Corner of FOURTH and RACE Sts. PHILADELPHIA,

WHOLESALE DRUGGISTS.

IMPORTERS AND MANUFACTURERS OF White Lead and Colored Paints, Putty, Varnishes, Etc.

AGENTS FOR THE CELEBRATED

FRENCH ZINC PAINTS. DEALERS AND CONSUMERS SUPPLIED

LOWEST PRICES FOR CASH.

PROPOSALS.

616t

MPROVEMENT OF OGDENSBURG HAR BOR, NEW YORK.

sealed Pr. porats in duplicate, will be received at this office until 12 M. MONDAY, August 10, 1888, for det pening by dreeging the harbor of Ogdensburg, New York as as to give twelve feet of water at the lowest stage, in the following places, viz.—

bection J. On the outer bar across the channel into the upper harbor, northeasterly from the lighthouse, where about 13, 350 cubic vards of hard and is said. where about 13,000 cubic yards of hard sand is esti-mated to require removal. Section 11. Between the bridge, the terry wharf and the Rome Railread depot, where, it is estimated, about 25,000 cubic yards of very hard "hardpan," with gravel and small boulders, must be taken out. All the material (which will be measured in the

The work must be dumped at least half a mile below the outer bar, in deep weter, at a point to be marked.

The work must be commenced as soon as possible, and no later than sept. 15 1858, continued as long as cossible this season, and completed by the 30th of November, 1868. vember, 1869

Ridders, must propose for each section separately, and as parate contracts will be made for each.

Rits must be made upon printed blanks, which can be procured at this office for similar written ones), which must be properly filled up and signed as indicated. All the information possessed at this office will be given to bidders, but all wishing to confract are particularly requested to compare at the second contract are

particularly requested to examine at Ordensburg bego tending in their bids.
Light, - of. Engineers and Brevet-Col. U. S. A. U. S. ENGINEER OFFICE. OF WEGO, N. Y., July 14, 1868. 7 16 201

FITLER, WEAVER & CO.,

MANUPACTURESS OF

MANILLA AND TARRED CORDAGE, CORDS TWINES, ETC., No. 28 North WATER Street, and

No. 22 North DFLAWARE Avenue. PRILADELPHIA. EDWIN H. FIVLER, MICHAEL WEAVER, CONRAD F. CLOTHIER.

DENNSYLVANIA HOSPITAL. The attending Managers are:

S. Morris Wain, No. 13 South Delaware avenue,
Adolph E. Borle, No. 13 Dock street.
Attending Physician—Dr. J. M. Da Costa, No. 1008
Sprace street. Sprace street,
Attending Surgeons—Dr. Addinell Hewson, No. 125
South Fliteenth street,
Fr. D. Hayes Agnew, No. 16
North Eleventh street,
The Physicians and Surgeons attend at the Hospital every day (Sundays excepted), to receive application for admission,
Fersons seriously [1] ared by accident are always admitted if brought to the Hospital immediately thereafter.